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CENTRAL INTELLIGENCE AGENCY 25X1

**INFORMATION REPORT**

COUNTRY Venezuela

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GENERAL INFORMATION AND FACILITIES

1. Puerto Sucre is the port which serves Cumana, capital of the State of Sucre. Cumana is the first town founded by Europeans on the American mainland in 1497.

The main means by which the people of this port make a living is the fishing industry. There are four different fish canneries which produce enough to partially supply the country and export to Europe.

Puerto Sucre is connected with Cumana by means of a bridge over the Manzanares River. The population of Puerto Sucre and Cumana combined is about 46 thousand.

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2. Position

Lat 10°27'35" N. Long 64°11'25" W.

3. Weather

Prevailing winds during most of the year are from the northeast and are heaviest from October to April. Usually it is calm up to 0700 and the wind's force increases, becoming strongest at about 1600. Wind does not become strong enough to require vessels to be undocked and anchored outside, but occasionally wind is of sufficient force at about 1600 to delay the docking of a light vessel for about two hours. Wind becomes calm again at 1900 and at night light land winds can be felt.

Between November and January there are occasional light winds (about 3 Beaufort scale) from the North, which cause the sea to become rough around the dock, and vessels must be cautioned to be properly secured.

Temperature is noticeably cooler than La Guaira, and it ranges from 60°F to 75°F, with occasional highs of as much as 90°F.

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#### 4. Means of Transportation

Railroads No railroads.

25X1 Roads At present [ ] there is very bad road connection with the rest of the country, but later in 1950 Cumana will be connected with Carupano on the east and Guanta on the west by means of a very good highway, whereby Carupano can be reached in about three hours and Guanta in about 45 minutes.

There is a good road connecting Cumana with Maturin and Caripito in about five hours.

Air Service Linea Aeropostal Venezolana, AVENSA and TACA connect Cumana with the rest of the cities of Venezuela with several flights daily. Daily service with Trinidad is maintained by Linea Aeropostal Venezolana.

Through Maturin and Barcelona, Cumana is connected with Trinidad, Curacao, Aruba and the US with daily flights.

From Cumana to Caracas (Maiquetia airport) is 1½ hours and the one-way fare is Bs 90.00.

Ferries There is no ferry, but there are many sailboats plying between Cumana and Margarita Island carrying passengers and cargo.

Coastwise Weekly service with the rest of the national seaports and the Orinoco River. Vessels from 500 to 1500 tons deadweight are used, owned by Compania Anonima Venezolana de Navegacion, which is property of the government.

This port is also served by a great number of schooners and smaller vessels.

Deep Sea Cumana is served by Alcoa Steamship Company, Inc, Dutch Line, Grace Line and Grancolombiana with weekly freighter service with the US Atlantic and Gulf ports. There is no passenger service to Cumana except for the freighters that have capacity for accommodating 12 passengers.

#### 5. Other Communications

Telegraph Telegraph service is owned by the government and serves all the country. It is the cheapest but poorest service.

Telephone There is a radio-telephone connection with Caracas from 0800 to 0900, 1100 to 1130, 1530 to 1630 and 1900 to 2000.

Usually telephone connections are bad.

Radiograms Radio service connects Cumana with the rest of the country. The station operates from 0900 to 0930, 1130 to 1200, 1230 to 1300, 1330 to 1500, 1630 to 1700 and 1800 to 1830.

Usually delays are experienced using this service.

Cablegrams There is no cable service with Cumana. Cables for Cumana are received at La Guaira and retransmitted by radio service.

#### 6. Currency

National Banks The Banco Agricola y Pecuario, Banco de Venezuela and Banco Venezolano del Credito keep agencies at Cumana, but the only one which carries checking accounts is the Banco Agricola y Pecuario.

For transferring funds from Caracas or vice versa the charge is 1/4 of 1%.

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Foreign Banks None.

7. Motor Launches

When no berth is available, vessels anchor about one mile from the dock. If vessels are at anchor, liberty boat service can be maintained by a small craft for about Bs 60.00 daily, including general service to the vessel.

8. Garbage, Ashes and Rubbish

Garbage, ashes and rubbish must not be thrown overboard when vessels are alongside the dock, but this is permitted when vessels are at anchor.

No lighters available for this service.

9. Swimming

Swimming is not recommended in the Bay because of sharks in these waters.

Good beaches are about three miles from Cumana where swimming is safe.

10. Hotels

Poor hotels at Cumana. The main one is the Hotel Espana, with capacity for 14 guests and daily rates of Bs 25.00, meals included.

Restaurants None.

Clubs The Gran Mariscal and Cumanagotos are the two clubs at Cumana and they are well attended.

11. Theaters - Stadium - Museum

Moving picture houses only. The chief one is the Pichincha, recently built, with capacity of about 800 persons, and there are two more under construction.

12. Churches and Schools

There are many Roman Catholic churches but none of any other religion. Services daily from 0500 to 0800 and on Sundays from 0500 until noon.

Only government schools at Cumana and no English-speaking schools.

13. Doctors - Hospitals - Medical Attention

Medical Attention There are good diagnosticians and general practitioners. Average fee for office visit is Bs 25.00. Good dental work is done but is very expensive. One extraction costs Bs 10.00.

Hospitals A government hospital with capacity for about 60 persons is maintained for the poor. There is a famous anti-tuberculosis hospital with a capacity for 300 persons. There is a private hospital called "Cumana" with capacity for about 40 patients and a daily rate of Bs 75.00.

14. Motor Cars

Taxis run day and night and they charge Bs 8.00 per hour on weekdays or holidays. Also bus service outside the city which charges Bs 0.12-1/2 per person.

15. Laundry

Hand laundry is done but not returned in less than 48 hours. It is expensive and should be avoided.

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16. Provisions - Stores

Provisions Fresh provisions and meat can be obtained in very limited quantities. Greens, such as lettuce, are almost unobtainable. Provisions are very expensive and it is recommended not to buy them. Fish can be obtained at very reasonable prices.

Stores Practically none of the usual deck and engine stores can be obtained, with the exception of marine lubricants from Creole Petroleum Corporation and Shell, which keep a stock.

17. Fresh Water

Good drinking water can be obtained in unlimited quantities at the dock at the rate of 50 tons per hour. There is an 8" pipe line all along the dock with 2-1/2" connections. The suppliers have the usual connections and the hose required. Water can be obtained day or night at a cost of Bs 300.00 for any amount taken. If vessel does not take water no water fee is charged.

18. Repairs

Very poor facilities for carrying out repairs. The only machine shops for small work are Bossia and Productos Mar. Machine shops are poor and extremely expensive. No foundry work is done.

19. Divers

Natives dive exceptionally well without diving equipment and can be used for small work. No regular diving equipment at this port.

20. Dry Docks

25X1 No dry dock at Cumana, only a marine railway with capacity of up to 300 tons  
25X1 weight. Closest ports for dry docking, Trinidad and Curacao. [redacted]  
[redacted]

21. Oil Bunkers

No bunkers supplied at this port. Closest ports for oil bunkers are Puerto la Cruz, Trinidad and Curacao.

22. Coal Bunkers

No coal bunkers or galley coal can be obtained. The nearest ports for coal bunkers are Trinidad and Curacao. Charcoal can be obtained in limited quantities but it is very expensive.

23. Fire Fighting - Salvage Equipment

There is salvage equipment at this port. There is a steam tug of about 750 h p owned by the Venezuelan Government which plies permanently between Cumana and Margarita Island, and her services can be obtained in case of emergency.

No Fire Department in the city and only some fire fighting equipment on the dock, or the hand-operated Foamite type, can be obtained.

Water can be used from the dock but pressure is low for fire fighting.

24. First Aid

A first aid station is maintained by the Port Service and its service is extended to crew and passengers of the vessels in case of emergency.

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25. Compass Adjusters

No official compass adjusters or nautical instrument repairers are available. Nearest ports for adjusting compasses are Curacao, Aruba and Trinidad, where good work is done, but no instrument repairs.

26. Classification Representatives

25X1 [ ] Agent for Lloyd's Register.

27. Insurance Representatives

25X1 [ ] Lloyd's Underwriters.

28. Surveyors

No qualified surveyors at this port. Closest ports are Trinidad and Guanta.

29. Consular Representatives

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MARINE INFORMATION AND REGULATIONS30. Vessels Radio Communications

Radio station at Cumana does not work on sea-wave length, then vessels must contact Cumana through La Guaira (Maiquetia) or Puerto Cabello stations.

31. Arrival Notice

Vessels coming from a foreign port should radio 48 hours in advance to Caracas the ETA to the first Venezuelan port, giving the day of the month, not of the week.

Vessels coming from a foreign port should also radio 24 hours and 12 hours in advance to Cumana, the ETA in LCT. Vessels coming from another Venezuelan port should not radio.

32. Books - Charts

Chart HO 2035 and sailing instructions HO 129, Volume II, cover these waters. There is no local large scale chart covering the port of Puerto Sucre.

33. Approaches - Landmarks

When approaching Puerto Sucre from the west in daylight, the best landmark is a flat-topped hill about 600 feet high and a light color, situated behind the port and slightly to the north. Coming closer, the warehouse on the dock with three large ventilators on top can be distinguished eight miles away. This is situated a little to the west of the mentioned hill. When approaching at night the city lights of Puerto Sucre on the starboard bow and those of Araya on the port side can be distinguished from about 10 miles.

At the end of the dock there is a light raised on steel framework to a height of 44 feet above sea level, visible for 12 miles. The framework supporting the light is of angle iron.

Vessels coming from the north easily recognize first the Araya buoy, which is situated in Lat 10°39'30" N, Long 64°19'20" W. Caution must be taken because sometimes this buoy is taken out of service for cleaning. At low tide in this place can be seen the tops of two boilers of a ship which sank about 40 years ago.

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When approaching the dock many rowboats fishing will be found, which will clear out of the ship's way.

34. Anchorage - Sea Buoy

Anchorage can be found about 3/4 mile westward of the dock under the following bearings, in 25 fathoms of water: The central part of Morro Colorado (red cliffs shown on the chart south of the dock) 154, and the light tower at the end of the dock, 68.

If vessel should wait at anchor for free berth, it is recommended to anchor if possible with pilot. Soundings decrease rapidly when approaching the coast, then a vessel which anchors with three shackles of chain in 25 fathoms of water, once she drifts around to the wind, will find only five fathoms of water under her stern; it is recommended to use the sounding machine when approaching the anchorage, sailing at dead slow speed.

The anchorage is made up of sand and hard mud and is very good holding ground. Four shackles of chain are recommended.

35. Pilots

Pilotage is compulsory. There is only one pilot, who is under the Navy, but the government does not accept any liability for any acts, faults or negligence of the pilot.

Pilot boards the vessel about 3/4 mile northwest of the dock in a rowboat flying the pilot's flag, and he uses the Jacob's ladder to go on board.

When approaching the port, the usual international pilot's signals for pilot should be displayed.

36. Accommodation Ladder

Authorities who board the vessel when docked request that the accommodation ladder be lowered. If vessels dock at the northern part, starboard ladder should be used, but if vessel docks in the southern part, port ladder should be used.

Vessel is protected with high piling clusters about 10 feet higher than the dock. Vessel must keep the ladder up until it is duly secured at the dock.

37. Entrance

There is no bar at Puerto Sucre. The harbor is very deep all around and vessels can dock with a draft of up to 30 ft forward.

38. Entry

Pratique Pratique is passed day or night as soon as vessels dock. Usually no pratique is passed at anchor. If vessel comes from a foreign port, quarantine flag must be hoisted and only the Bill of Health from the last port will be delivered.

IMPORTANT Do not deliver any more than the Bill of Health from the last port, because if those received from previous ports are also delivered extra fees will be charged for each Bill of Health. If vessel comes from a Venezuelan port, no sanitary authorities will board the vessel, and it is not necessary to hoist the quarantine flag nor to deliver any Bill of Health.

Neither smallpox vaccination certificates for the crew or the passengers in transit nor fumigation nor deratization certificates are usually required.

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Customs Customs Boarding Officer will board the vessel day or night soon after she docks. He will ask for the customary papers, but no tonnage certificate nor ship's registry certificate will usually be required.

Immigration Immigration Officer will board together with the Customs Officer and will ask for crew and passenger (landing and in transit) lists and will extend the corresponding landing cards for each person.

Until these formalities are completed no one may go ashore or come aboard. Penalties for not accomplishing these are heavy.

It is customary to offer three cartons of cigarettes as courtesy to the officials, which can be distributed as per suggestion of our agent's boarding clerk.

Fumigation No fumigation can be carried out at Puerto Sucre. The closest ports are Trinidad and Curacao.

39. Tugs

There is a tug permanently plying between Cumana and Margarita, steam power, about 750 h p, property of the Venezuelan Government, which can be obtained in emergency cases, but no tug is required for docking or undocking.

40. Running Lines - Mooring and Unmooring

Our personnel will handle the lines at the dock, assisted by the pilot's rowboat.

41. Docking

Ships must approach the dock with the head to the wind as slow as steering permits, keeping the wharf parallel to the ship at a distance of about 50 yards.

Wind, as already mentioned, blows from north-northeast to east-northeast, but a slight land breeze from 2100 to 0700 and gentle or moderate breeze from 0900 to 1700. Current can be found which sets drifts south-southeast of about two knots speed, depending on the wind, the season and the stage of the Manzanares River.

If vessel is going to dock on the northern part of the dock, port anchor must be ready in order to drop when vessel is parallel to the dock and to drag it with about one shackle of chain, in order to hold the bow. Once the vessel has docked, anchor can be picked up on board. If vessel is going to dock on the southern part of the dock, it will dock port side to and no anchor is used.

Ship may leave the dock maneuvering over the Forward Spring, when docked at the northern side, and when the stern is clear of the wharf there is enough room for maneuvering with speed astern. If docked at the southern side just come to right astern, and when clear of the dock turn around.

Vessels can dock day or night, but usually pilot does not board the vessel after 0100 unless by special request.

At the southern dock there is only 20 ft of water alongside.

Tide at Puerto Sucre, mean springs rise 1'6", neaps 6".

Sometimes from November to January rough sea from the north will be found; then vessels must be warned to be well secured, but there is no risk of damages caused against the dock.

42. Regulations

All foreign vessels must have the Venezuelan flag hoisted in the foremast.

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The Collector of Customs is also the Captain of the Port and is the main authority who rules the port.

Local regulations rule that all vessels docked must place rat guards and also avoid that circulating water from the condenser etc spills on the dock.

Ashes may not be dumped, or debris or garbage thrown.

Heavy fines will be imposed on the offenders of the above.

43. Smuggling

Penalties Penalties to the full extent of the law will be imposed on persons who are in fault for smuggling of any kind, especially firearms, narcotics, cigarettes and liquors. The possession of firearms involves heavy fines and jail sentences.

44. Shore Leave

There are no restrictions on shore leave when vessels are docked or at anchor, but all crew members or passengers must have a landing card.

Masters should report to our agent in writing, with copy to our Caracas office, any crew members and/or passengers missing when vessel sails. Any person left behind will be repatriated for account of the vessel and/or owners.

45. Visitors on Board

Visitors must have a permit card authorized by our agent and approved by the Collector of Customs and the Chief of the Resguardo. Without this, they will not be permitted to pass on board.

46. Meals

During all the stay of the vessel at Puerto Sucre meals must be supplied to four Customs officials who will remain permanently on board. No lodging should be supplied. When at anchor only one Customs official will be on board, and meals and lodging must be supplied to him.

Letter in duplicate from our agent will be delivered to the master in order to support the charge for these extra meals, and an independent ticket for each meal, approved by our agent, will be delivered to persons entitled to meals.

47. Cargo Forms

Masters are cautioned not to sign any form referring to the condition of the cargo delivered, unless instructions have been received from our office.

Cargo damage reports and vessel damage reports will be countersigned by our agent's representative boarding the vessel, who will note below "We deny responsibility." All damages should be reported to our representative on board immediately after occurring, if not the forms will not be countersigned.

48. Bridge Clearance

No bridge at this port.

DOCK FACILITIES

49. Docks

This pier is finger type extending from the Customs House in a general west-southwest direction.

At the shore end of the pier is a ramp for drums four meters wide, which at the end is widened to 24 meters, permitting docking space for ocean-going vessels up to 530 feet.

Dock is of cement construction, single decked, with a warehouse 200' x 36' in the center of cement foundation and protected with cluster piling every 60 feet.

The apron on the northern side of the pier has a width of 25 ft and the apron on the southern side has a width of 14 ft.

50. Depth of Water

On the northern side of the pier 30 ft can be found at the shore end; on the southern side of the pier maximum draft is 20 ft. Tide is about 1'6" mean springs rise and neaps 1'.

51. Warehouses

There are two warehouses, one in the center of the pier, of cement foundation and steel structure roofed with asbestos sheets measuring 200' x 36'.

There is another warehouse on the main floor of the Customs House, but because of the many indentations of the building no exact measurements were taken, but there are some 16 thousand sq ft of space for storage of cargo.

52. Warehouse Fees

Warehouse fees are applied at the rate of 2% monthly of the value of the merchandise after seven days that bill for duties has been passed to the consignee.

53. Reefer Cargo

There is no special warehouse for this cargo. Reefer cargo is checked by Customs at ship's tackle and delivered to consignees' trucks.

54. Baggage Room

No baggage room at this port, baggage of passengers landing at this port is inspected at the Customs House building.

55. Bulk Liquid Storage

No storage for liquid in bulk at this port.

56. Hazardous Commodity Storage - Explosives

Vessels can dock with explosives to be discharged at the port or in transit. The only precautions required are to have the "B" flag hoisted and display "No Smoking" signs.

57. Open Storage

Open storage cargo is piled up around the Customs House building. There are some four thousand sq ft available.

58. Lighting System

Docks, warehouses and patio are not lighted, and it is usual to help with the ship's lights.

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59. Dunnage - Tarpaulins

Certain bagged cargo, such as cement, barytes etc, is kept in the open, floored with dunnage and covered with tarpaulins which are the property of the government. Dunnage is scarce and tarpaulins cannot be rented for private use.

60. Transit Card

No inconveniences are experienced in receiving cargo in transit. Warehouses are used for transit cargoes when necessary.

61. Stevedoring Gear

We have the usual stevedoring gear in accordance with local uses and customs.

62. Railroad Track

No railroad track at this port.

63. Dock Equipment

The government owns:     1 Krane Kar 4-ton lifting capacity, 12' boom  
                              50 dollies, 5'6" x 3' each  
                              4 Mercury tractors for towing dollies

64. Lighters

No lighters available at this port.

65. Tugs

See No 39.

66. Floating Crane

No floating crane at this port.

67. Heavy Lifts

No heavy lift equipment at this port; all lifts must be discharged with ship's gear.

STEVEDORING68. Stevedoring

Stevedoring is performed on the per ton basis at the tariff rates shown in Gaceta Oficial No 22,081 dated 10 Aug 46. Damages caused to vessel, gear and/or equipment and to the cargo are not recoverable from the government.

69. Stevedores

Longshoremen are employees of the government and must be requested from the Collector of Customs four hours in advance and during office hours. Longshoremen working on board are called stevedores and those receiving the cargo on the dock are called "caleta."

Discharging operations are done as per the instructions and under the responsibility of the vessel. Stevedores have one foreman on board and for all instructions and/or complaints he must be notified; but never directly to the laborers. We maintain on board a representative at all times who looks after discharging operations.

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Gangs A gang of stevedores is composed of two winchmen, one signalman, eight stevedores in the hold and one checker.

A gang of "caleta" is composed of 12 laborers on the dock and at the yard.

Also there are on board one waterboy, one government foreman and one time-keeper.

Stevedores are good, especially when working on bagged goods and cartons, but are not experienced in handling pipe, structural steel and heavy lifts.

Number of Gangs There are five official gangs of stevedores and five official gangs of "caleta" and about 100 extra laborers called "supernumerarios."

Periods of Work Work starts at 0700 straight through for 24 hours. Laborers who start work at 0700 continue until the next morning without relief gangs.

They stop for meals from 1100 to 1300, from 1700 to 1800 and from midnight to 0030. Work can be done on any Sunday or holiday, but stevedores should be requested the previous working day in office hours.

Rigging Stevedores open and close hatches, shift booms, dunnage etc, but only to uncargo. They will not stack or sling dunnage. They are slow and must be watched due to lack of experience. Winchmen are not very experienced.

Heavy Lifts Jumbo boom must be rigged by the crew day or night, when necessary. Stevedores must be watched when handling heavy lifts.

#### 70. Average per Hatch per Hour

The following averages may be expected when discharging:

<u>Commodity</u>	<u>Tons per hatch per hour</u>
Cement, flour	15
Steel rods	7
Cartons	11
Cartons empty tins	9

Delays The above figures include the maximum allowance for any lost time due to lack of dock equipment.

#### 71. Limit for Beginning Work

If stevedores have been requested during office hours, vessel can start as soon as docked any time of day or night.

#### 72. Supplies for Stevedores

As per regulations the vessel must supply iced water and paper cups. If the vessel is not in a position to supply same, they must be supplied by the agents.

#### 73. Discharging at Anchorage

No facilities for discharging at the anchorage.

#### 74. Suggestions on Stowage

No special suggestions on stowage. Heavy lifts must be handled with ship's gear.

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75. Outturn Reports of Cargo

Cars, special, hazardous and reefer cargo are checked and delivered to Customs at the end of ship's tackle.

Official outturn report for the cargo (Acta de Confrontacion) is obtained in about two weeks' time.

76. Sundays and Holidays

Any Sunday and/or holiday all during the year can be worked at Puerto Sucre, if stevedores have been requested in advance of the Collector of Customs during office hours.

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